

PROJECT 10073 RECORD

1. IF - TIME GROUP <u>11 Sep 65</u>	2. LOCATION <u>Sauk Centre, Minnesota</u>
3. SOURCE <u>Civilian</u>	10. CONCLUSION <u>Possible (AIRCRAFT)</u>
4. NUMBER OF OBJECTS <u>1</u>	
5. LENGTH OF OBSERVATION <u>None Stated</u>	11. BRIEF SUMMARY AND ANALYSIS <u>SEE CASE FILE</u>
6. TYPE OF OBSERVATION <u>Ground Visual</u>	
7. COURSE <u>None Stated</u>	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM

Aircraft (possible):

11 Sep 65

SAFOICC/Mrs Cassel/bp/79079/10 Jan 67

11 Dec 65

Dakota Centre,

JAN 10 1967 Minnesota

Dear Mr. [REDACTED]:

Please excuse the delay in replying to your letter regarding your unidentified flying object sighting. The volume of mail received on this subject has created a backlog.

Your sighting of September 11, 1965 has characteristics of an aircraft observation at high altitude. However, because of the time lapse between your observation and reporting it to us, it is impossible to check the military and civilian traffic in the area at the time of your sighting. Your description of the two objects corresponds very closely to aircraft with contrails. An aircraft at high altitude is usually seen only as a result of the reflection of the sun's light and its outline would not be readily discernable. Also, the object would appear to disappear when the reflecting surface of the aircraft no longer reflected the sun's light toward you. The fact that there was no noise associated to the sighting is very easily explained by the fact that the aircraft was at a very high altitude.

Thank you for your interest in our program; I regret it has taken us so long to reply.

Sincerely,

GEORGE P. FREEMAN, JR.
Lt Colonel, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Mr. [REDACTED]

COORDINATED By (Office Symbol, Name, Grade, Date)			
SAFOI- CC	SAFOI- C		
<i>[Signature]</i>			

Guard cy - SAF-OIC
Combk cy - SAF-OIC
Reader cy - SAF-OIC
Activity cy - SAF-QIC
Stayback

**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS FOREIGN TECHNOLOGY DIVISION (AFSC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433**



REPLY TO
ATTN OF: TDEW/UFO

SUBJECT: UFO Sighting, 11 September 1965

MAY 26 1966

TO: Hq USAF SAFOICC (Mrs. Hunt)

Reference the attached letter from [REDACTED] requesting [REDACTED] information on unidentified flying objects. The following is a [REDACTED] suggested reply:

a. Dear Mr. [REDACTED];

Q Your sighting of 11 September 1965 has characteristics of an aircraft observation at high altitude. However, at ~~the time of your sighting~~ it is impossible to check the military and civilian traffic ~~for your~~ in ^{the} area at the time of your sighting. Your description of the two objects corresponds very closely to aircraft with contrails. An aircraft at high altitude is usually seen only as a result of the reflection of the sun's light and its outline would not be readily ~~identified~~. Also, the object would appear to disappear when the reflecting surface of the aircraft no longer reflected the sun's light toward you. The fact that there was no noise associated to the sighting is very easily explained by the fact that the aircraft was at a very high altitude.

FOR THE COMMANDER

Eric J. Glenshaw

ERIC T. de JONCKHEERE, Colonel, USAF
Deputy for Technology and Subsystems

1 Atch
Ltr, [REDACTED]ann

6F

* Please excuse the delay in replying to your letter regarding your unidentified flying object sighting. The volume of mail rec'd on this subj has created a backlog.

A Thank you for your interest in our program; I regret
it has taken us so long to reply.

DISCERNABLE

451

March 31, 1966

56378

Project Blue Book Office
SAFO1
Washington, D.C.

Sirs,

First, let me say that I am not writing this because of all the reported sightings of objects in the last few weeks, but only because I finally found an address to write to. I might also add that I am a state employee, a pilot, and I live here in ██████████. I would like to state just what I saw-without worry about how it may sound to others; 915

On September 11' I returned home from Litchfield, Minnesota. I had a complaint about a deer in the west end of town. I drove out to the west side of town and did not see any deer. I then saw a fellow on the road that I knew so I drove over to him. His name was [REDACTED] of Sauk Centre and he was with two other fellows working on a new road construction. I was in my car and talking to [REDACTED] out of my left window, car was facing west. There were some high clouds in the sky. Time was about 4 pm. Mr [REDACTED] pointed to the sky and high, very high there was what appeared to be two lights coming down. At first I thought it was a plane with landing lights-they seemed to be about that far apart. It trailed smoke from way up. When it was about what seemed to be 500 feet from the ground the lights went out. I had a pair of 7X50 glasses on the seat and out of the case. I took the glasses and looked up to the top where the smoke seemed to start and I saw two objects. They seemed very close to each other and one disappeared immediately and the other was in sight for only a few seconds. I don't have any idea as to the height only that it was way high. I did not hear any engines from any planes. I called the Highway Patrol radio and they checked with the Alexandria airport to see if there were any planes in the area and in trouble and they did not know of any planes in the vicinity. I then drove to our local airport where we had a instructor flying this day. The instructors name was [REDACTED] from Alexandria. He too saw the lights, he was in the air and said the first thing he thought of was an airliner in trouble and was trying to make the field. His student did not see the fire or light but she did see the smoke that trailed. So it appeared to both of us like landing lights on a plane and yet we were about 5 miles apart and looking at it from different directions. I contacted my nephew, who is flying B52's and asked him what it could be and he had no explanation. The two objects that I saw in the sky just seemed to be black specks. It probably was 20-25 thousand feet but even at that distance one can see the outline of an airplane. This I did not see and as I stated before there was no engine noise. I am a state game warden and this is the reason I have good glasses and on this day I had them on the seat where they were handy. This also was our opening of the Teal season.

Would appreciate hearing from anyone who can explain this, all of the other people who saw the sun (except the objects in the sky) are still living here.

Very truly yours,

A/C

Sauk Centre, Minnesota
March 31, 1966

Project Blue Book Office
SAFOL
Washington, D.C.

Sirs,

First, let me say that I am not writing this because of all the reported sightings of objects in the last few weeks, but only because I finally found an address to write to. I might also add that I am a state employee, a pilot, and I live here in [redacted]. I would like to state just what I saw-without worry about how it may sound to others; q65

On September 11 I returned home from Litchfield, Minnesota. I had a complaint about a deer in the west end of town. I drove out to the west side of town and did not see any deer. I then saw a fellow on the road that I knew so I drove over to him. His name was [redacted] of Sauk Centre and he was with two other fellows working on a new road construction. I was in my car and talking to [redacted] out of my left window, car was facing west. There were some high clouds in the sky. Time was about 4 pm. Mr [redacted] pointed to the sky and high, very high there was what appeared to be two lights coming down. At first I thought it was a plane with landing lights-they seemed to be about that far apart. It trailed smoke from way up. When it was about what seemed to be 500 feet from the ground the lights went out. I had a pair of 7X50 glasses on the seat and out of the case. I took the glasses and looked up to the top where the smoke seemed to start and I saw two objects. They seemed very close to each other and one disappeared immediately and the other was in sight for only a few seconds. I don't have any idea as to the height only that it was way high. I did not hear any engines from any planes. I called the Highway Patrol radio and they checked with the Alexandria airport to see if there were any planes in the area and in trouble and they did not know of any planes in the vicinity. I then drove to our local airport where we had a instructor flying this day. The instructors name was [redacted] from Alexandria. He too saw the lights, he was in the air and said the first thing he thought of was an airliner in trouble and was trying to make the field. His student did not see the fire or light but she did see the smoke that trailed. So it appeared to both of us like landing lights on a plane and yet we were about 5 miles apart and looking at it from different directions. I contacted my nephew, who is flying B52's and asked him what it could be and he had no explanation. The two objects that I saw in the sky just seemed to be black specks. It probably was 20-25 thousand feet but even at that distance one can see the outline of an airplane. This I did not see and as I stated before there was no engine noise. I am a state game warden and this is the reason I have good glasses and on this day I had them on the seat where they were handy. This also was our opening of the Teal season.

Would appreciate hearing from anyone who can explain this, all of the other people who saw the same(except the objects in the sky) are still living here.

Very truly yours,

A/C

TDEW/UFO

UFO Sighting, 11 September 1965

MAY 25 1966

Hq USAF SAPOICC (Mrs. Hunt)

Reference the attached letter from ██████████ requesting information on unidentified flying objects. The following is a suggested reply:

a. Dear Mr. ██████████

Your sighting of 11 September 1965 has characteristics of an aircraft observation at high altitude, however, at this late date it is impossible to check the military and civilian traffic for your area at the time of your sighting. Your description of the two objects corresponds very closely to aircraft with contrails. An aircraft at high altitude is usually seen only as a result of the reflection of the sun's light and its outline would not be readily identified. Also, the object would appear to disappear when the reflecting surface of the aircraft no longer reflected the sun's light toward you. The fact that there was no noise associated to the sighting is very easily explained by the fact that the aircraft was at a very high altitude.

FOR THE COMMANDER

dt
ERIC T. de JONCKHEERE, Colonel, USAF 1 Atch
Deputy for Technology and Subsystems Ltr, ██████████

COORDINATION
ORIGINATOR:

M. Quintanilla Jr.
TDEW/UFO Maj H Quintanilla, Jr.

DATED 25 May 66

N.H. Perkins
TDEW

dated 25 May 66